

COMMENTS ON AND CORRECTIONS TO THE PREVIOUS DLK USERS FORUM REPORT

The latest DLK Users Forum meeting was held on June 29-30, 2004. You can access the report (Reference 04-146/DLK-980) at:

http://www.arinc.com/aeec/projects/users_forum/brussels_04/dluf_report_june04.pdf

On August 6, 2004 the DLK Users Forum Secretariat received the following comments on the report of the meeting from Adis Adilagic, Boeing:

Regarding the article on Boeing Equipage for Link2000+ (Item 2.6) -

"Adis Adilagic, Boeing, presented the status of offerings from Boeing for new aircraft to be fitted with ATN capability. Boeing is currently supporting Link 2000+ certification on B737. The first Boeing delivery of a Link 2000+ enabled B737 is planned for October 2004. He noted that most Boeing airplanes fitted with CMUs have provisions available to support an upgrade to Link 2000+. There have been no requests yet for certification for Link2000+ capability for models other than the 737.

With regard to FANS, Adis noted that the FANS architecture is FMS-based rather than CMU-based. Boeing does not offer both FANS and ATN on the same aircraft. B737, B757, B767 and B 777 FMCs have incorporated the Uplink Delay Timer to support FANS accommodations in a Link 2000+ environment.

The B777 presents a unique case. Boeing has no near term plan to add either AOA or Link 2000+ functionality."

Regarding the article on EFB (Item 3.5)-

"Adis Adilagic, Boeing, presented Boeing's EFB Data Link Strategy. The EFB is utilized for providing access to digital documents, general purpose computing, improving taxi safety, improving flight-deck security.

EFB Interfaces to avionics onboard systems and is fully integrated into the flight deck. Each EFB electronic unit (EU) is partitioned so that it can host both Part 25 applications and Part 121 applications.

Interface to air-ground communication systems are evolving. While the current interface with ACARS MU/CMU installation is limited to Cabin Terminal ports as an option, EFB standardized interface to CMU will be made available when the standard documents (A758, A619, A620) are updated. All ACARS interfaces are based on ARINC 429.

The Boeing strategy is to meet the growing need for Internet Protocol (IP) based broadband communication interfaces. Potential IP-based interfaces include the Terminal Wireless LAN Unit (TWLU), Connexion by Boeing, Swift64 SATCOM, and onboard core networks. Boeing plans to certify wireless gatelink 1Q05.

Boeing has developed a Data Distribution and Management (DDM), a ground tool that supports EFB operations. It will use available communication channels (ACARS, Gatelink, Satcom, Connexion) to provide content delivery and notification to EFBs and airlines."

These comments will be considered for formal amendment to the report at the next meeting.